

PROPOSED AMENDMENT TO

**LAND DEVELOPMENT CODE SECTIONS 3.00.01, 4.03.07,
4.04.03 AND 7.01.08**

**REVISING THE ACCESS, CIRCULATION, AND OFF-STREET
PARKING REQUIREMENTS FOR DEVELOPMENT WHICH
REQUIRES SITE PLAN APPROVAL, UPDATING AND
REVISING THE ACCESS MANAGEMENT SYSTEM AND
STANDARDS, IMPLEMENTING TURN LANE
REQUIREMENTS FOR SUBDIVISION DEVELOPMENT, AND
REVISING THE STANDARDS FOR SHARED PARKING**

Prepared for the
July 13, 2006 meeting of the Local Planning Board

RECOMMENDATION:

That the Local Planning Board consider revisions to Sections 3.00.01, 4.03.07, 4.04.03 and 7.01.08 of the Land Development Code revising the access, circulation, and off-street parking requirements for development which requires site plan approval, updating and revising the Access Management System and standards, implementing turn lane requirements for subdivision development, and revising the standards for shared parking. The proposed changes are shown in ~~striketrough~~ and double underline format below.

BACKGROUND:

Comprehensive Plan Policy 4.1.A.4 requires that Land Development Code continue to control and regulate access connections to arterials and major collectors, with the access management system based primarily on the Florida Department of Transportation Rules 14-96 and 14-97. Further, the Policy requires that any access management standards contain provisions for joint, internalized, and cross access guidelines as recommended by the Center for Urban Transportation Research (CUTR). Finally, Policy 4.1.A.4 requires that access management be applied to arterials and major collectors county wide.

Section 4.04.03 of the Land Development Code includes access, circulation, and off-street parking standards and requirements for site development. Also, this section implements access management standards and requirements for certain roadways. As the growth continues in Santa Rosa County, as the nature of development continues to grow more complex and diverse, and as the effects of growth continue to compound on the State and County roadway network, a comprehensive update and revision of site development and access management requirements is needed to help address problem areas, alleviate stress on the roadway network, and to keep future problems from occurring. The following changes will revise the access, circulation, and off-street parking requirements, as well as update and revise the access management standards and requirements to accommodate current and future growth patterns.

Section 4.03.07 includes requirements for subdivision development. The turn lane warrants suggested here had been approved by the Board of County Commissioners in January 2000 and have been used for subdivision development since that time. Section 7.01.08 includes a provision for shared parking for certain developments. The language presented will revise and update this standard to allow flexibility in shared parking arrangements.

4.04.03(C) - Access, Internal Circulation and Off-Street Parking:

1. In determining whether the criteria of this Section are met, the County Planner shall consult with the Florida Department of Transportation, the County Public Works Director, the County Engineer, and any other relevant County Departments or state and federal agencies as deemed necessary. Driveways and areas for the parking and internal circulation of vehicles shall be located, designed and controlled so as to provide for safe and convenient access to and from adjoining public and private streets and right of ways. The applicant for site plan approval shall provide vehicular access in accordance with Florida's Department of Transportation Standards and Santa Rosa County standards as accepted by the Planning Director. In addition to the requirements of this Section, the ~~Requirements~~ of Article 7 shall be applied for off-street parking and loading. Among factors to be considered shall be the number and location of access drives ~~from~~ connecting to adjacent streets, the location and width of driveways and access aisles to parking spaces, the arrangement of parking areas, turning lanes at appropriate locations and means of access to buildings for fire-fighting apparatus and other emergency vehicles.

2. Parking Areas: Parking areas and driveways shall be clearly identified and separated from principal pedestrian routes ~~and recreation areas~~ by curbs, pavement markings, planting areas, fences or similar features designed to promote pedestrian safety.

a. Parking lot aisle lane widths shall be a minimum of 16 feet for a one-way aisle and a minimum of 24 feet for a two-way aisle. These widths may be reduced by two feet should confines of the site dictate or in an effort to achieve another public purpose. The Planning Director may determine that another width is more conducive to public safety.

b. Principle pedestrian routes within a parking lot shall be identified using pavement markings, signage or special pavers.

c. The turning radii on all landscape islands shall be at least 4.0 feet, and the turning radii of all internal drives shall be no less than 10 feet. Parking islands may be delineated with landscape timbers without consideration for the required radius in Impact Fee Area 1 (Rural).

d. Stop signs, painted pavement messages, directional arrows and/or other pavement markings

NOTE: Section 4.04.03(C) applies to all development, including those not on identified access management corridors.

Minor clarifying language added.

New standards for parking lot lane widths, consistent with driveway standards in D.6.a. and consistent with current practice.

From 4.04.03.C.2 and 7.01.08.a.2

New requirement, consistent with current practice.

New requirement; consistent with practice.

shall be used to control circulation and the direction of travel within a parking lot.

3. Corner lots shall provide vehicular access to adjoining lesser classified roadways ~~minor residential streets shall not be permitted~~ when ~~adequate access is available to collector or arterial roads~~ unless the following conditions are met:

a. granting the access point will improve safety or traffic circulation along the ~~collector or arterial~~ higher classified road for vehicles, pedestrians, and/or bicycles; and,

b. the access point will not create a safety hazard or significantly impact vehicles, pedestrians, and/or bicycles utilizing the ~~residential~~ lesser classified street; and,

c. the access point will not direct traffic onto a primarily residential portion of the lesser classified road.

~~This requirement shall be waived when vehicular access has been provided on the recorded plat.~~ When access is granted pursuant to these conditions, improvements to the lesser classified road shall be required in accordance with the impact of the proposed development. These improvements can include, but are not limited to, pavement enhancement and reinforcement, signal retiming and turn lane additions and/or extensions. For the purpose of this section, classification shall follow the following hierarchy from highest to lowest: arterial roads (major and minor), collector roads (major and minor), and local roads.

4. Turn Lanes: ~~All~~ Development proposals shall provide turning lanes as required according to County specifications and shall be coordinated with the Florida Department of Transportation, as appropriate. Volume warrants for turn lanes shall be as follows:

<u>Roadway</u>	<u>Right Turn</u>	<u>Left Turn</u>
<u>State</u>		
4-lane and 2-lane	<u>50 peak hour turns</u>	<u>40 peak hour turns</u>
<u>County</u>		
<u>Projected AADT > 4000</u>	<u>50 peak hour turns</u>	<u>40 peak hour turns</u>
<u>Projected AADT < 4000</u>	<u>75 peak hour turns</u>	<u>40 peak hour turns</u>

Modification of existing requirement.

New standard.

New requirement.

Warrants approved by BOCC 01/13/2000, but not codified.

5. In order to reduce turning movements on roadways that have not been designated as an access management corridor in Section 4.04.03(D), new access points connection spacing to development sites ~~or projects~~ shall be as follows: shown below. The posted speed limit for all roadway segments which abut the development parcel(s) must be shown on site plan for the development.

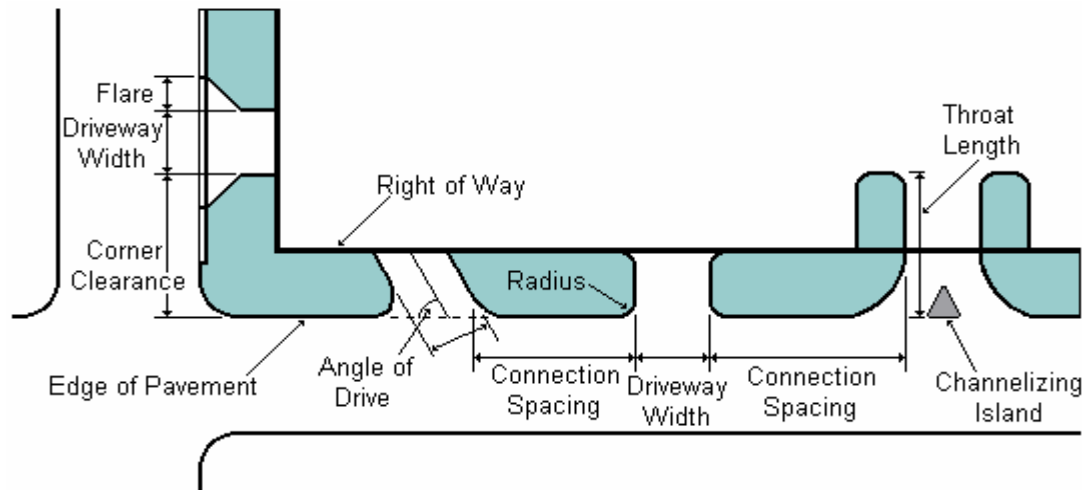
<u>Posted Speed Limit</u>	<u>Connection Spacing</u>
<u>>45 MPH</u>	<u>300 Feet</u>
<u>35 – 45 MPH</u>	<u>185 Feet</u>

Functional Class of Roadway ————— Distance Between Access Points

Arterial ————— 300 feet

Collector ————— 185 feet

6. Driveway Standards: Driveway design features shall be considered as shown in the graphic below.



Source: Adapted from FDOT Driveway Handbook, March 2005

Modification of existing requirement.

New graphic.

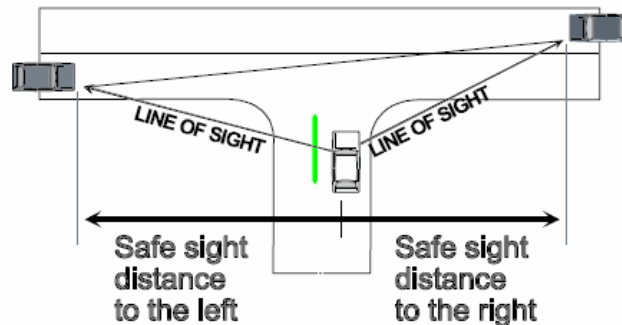
a. If the driveway is a one way in or one way out drive, then the driveway shall have a minimum width of 14 feet and maximum width of 16 feet. All one-way driveways shall have appropriate signage designating the driveway as a one-way connection.

b. For an unsignalized two-way connection to a public thoroughfare, each lane shall have a width of 12 feet and a maximum of four lanes shall be allowed. Whenever more than two lanes are proposed, entrance and exit lanes shall be divided by a median. The median shall have a minimum area of 75 square feet and shall be a minimum of 4 feet wide.

c. Driveways that enter the public thoroughfare at traffic signals must have at least two outbound lanes (one for each turning direction) of at least 12 feet in width, and one inbound lane with a 12 feet width.

d. Driveway grades shall conform to the requirements of FDOT Standard Index #515, Roadways and Traffic Design Standard Indices, latest edition.

e. Driveway approaches must be designed and located to provide an exiting vehicle with an unobstructed view. In order to provide a clear view of intersecting streets to the motorist, there shall be a visibility triangle formed by two (2) intersecting streets, or the intersection of a driveway and a street, as shown in the graphic below. Nothing shall be erected, placed, parked, planted or allowed to grow in such a manner as to materially impede vision between a height of two (2) feet and ten (10) feet above the grade within the sight visibility triangle.



Source: FDOT Site Impact Handbook, April 1997

Modified from D.6.a(1)

From D.6.a(2)

Modified from D.6.a(3)

Modified from D.6.b

From D.6.c

New graphic.

f. Sight distance from a driveway intersection shall be protected, as illustrated in the graphic above. The length of the sight distance shall be determined by the posted speed limit for the roadway as shown in the table below:

<u>Speed</u>	<u>Sight Distance (feet)</u>
<u>35</u>	<u>470</u>
<u>40</u>	<u>580</u>
<u>45</u>	<u>710</u>
<u>50</u>	<u>840</u>
<u>55</u>	<u>990</u>
<u>60</u>	<u>1150</u>

The sight distance requirements on roadways under State jurisdiction shall comply with the requirements developed by the Florida Department of Transportation (FDOT).

g. Driveways should not interfere with acceleration or deceleration lanes and tapers. Parking areas should not interfere with the functional area of the driveway.

h. Driveway radius, width, flare and angle shall be adequate to serve the volume of traffic and provide for rapid movement of vehicles off of the public thoroughfare, but shall not be so excessive as to pose safety hazards for pedestrians, bicycles or other vehicles. Ingress/egress driveways shall follow the standards shown in the table below, unless the Planning Director deems a variation is necessary to enhance public safety. Channelizing medians shall be required for two-way driveways with a radius greater than 35 feet and/or with a width of 36 feet or greater. For the purposes of this Section, “urban” shall mean curb and gutter roadway design and “rural” shall mean flush shoulder roadway design.

New standards for sight distance.

Source: FDOT Site Impact Handbook, April 1997.

Modified from D.6.c

Modified from D.6.d;
standards adapted from
FDOT Driveway
Handbook (Standard Index
#515)

<u>Design Feature</u>		<u>Trips Per Hour (Trips Per Day)</u>		
		<u>1-5 (1-20)</u>	<u>6-60 (21-600)</u>	<u>61-400 (601-4,000)</u>
<u>Flare (Drop Curb)</u>		<u>10' min (Urban only)</u>	<u>10' min (Urban only)</u>	
<u>Return (Radius)</u>	<u>Urban</u>	<u>N/A</u>	<u>10' – 35'</u>	<u>25' min, 50' std, 75' max</u>
	<u>Rural</u>	<u>15' min, 25' std, 50' max</u>	<u>25' min, 50' std, 75' max</u>	<u>25' min, 50' std (or 3 curves)</u>
<u>Angle of Drive</u>			<u>60°-90°</u>	<u>60°-90°</u>
<u>Island/Traffic Separator</u>			<u>4' to 22' feet wide; 75 square feet minimum</u>	<u>4' to 22' feet wide; 75 square feet minimum</u>

i. Driveway Throat Length shall be designed in accordance with the standards listed below. The intent of these standards is to prevent vehicles from backing to the flow of traffic on the public street or causing unsafe conflicts with on-site circulation. The measures provided in the table below are to be applied to the principle access to a property and are not intended for minor driveways.

<u>SIGNALIZED DRIVEWAYS</u>		<u>UNSIGNALIZED DRIVEWAYS</u>	
<u>Size of Development</u>	<u>Throat Length</u>	<u>Size of Development</u>	<u>Throat Length</u>
<u>Greater than 250,000 square feet</u>	<u>250 Feet</u>	<u>Greater than 50,000 square feet</u>	<u>65 Feet</u>
<u>200,00 to 249,999 square feet</u>	<u>200 Feet</u>	<u>25,000 to 49,999 square feet</u>	<u>45 Feet</u>
<u>150,000 to 199,999 square feet</u>	<u>150 Feet</u>	<u>Less than 25,000 square feet</u>	<u>30 Feet</u>
<u>100,000 to 149,999 square feet</u>	<u>100 Feet</u>		
<u>Less Than 100,000 square feet</u>	<u>75 Feet</u>		

j. Driveways with directional restrictions, such as right in/ right out driveways shall have raised channelizing islands and appropriate internal directional signage. These channelizing islands shall have a minimum area of 75 square feet and shall be a minimum of 4 feet wide.

k. New driveways on undivided roadways shall be aligned with existing and planned

Source: Adapted from
FDOT Driveway
Handbook (Standard Index
#515)

Modified from D.6.e

Source: Adapted from
FDOT Site Impact
Handbook, April 1997.

New requirement.

New requirement.

driveways across the roadway if physically possible. If alignment is not physically possible, then the new driveway shall be offset to the maximum extent possible. Minimum offset distances are provided below and should be adhered to unless lot layout along the road frontage makes such distances impossible to meet. In such cases the Planning Director, in consultation with the Engineering Department and the Florida Department of Transportation, if applicable, shall make a determination as to how the driveways shall be configured to optimize safety.

<u>Functional Class</u>	<u>Minimum Offset</u>
<u>Major Arterial</u>	<u>600 feet^a/ 300 feet^b</u>
<u>Minor Arterial</u>	<u>220 feet</u>
<u>Major Collector</u>	<u>200 feet</u>
<u>Minor Collector</u>	<u>150 feet</u>

^aspeed limit > 45 mph ^bspeed limit ≤ 45 mph

l. New driveways on divided roadways shall align with existing median openings when feasible.

m. All exit driveways shall have traffic control devices including stop signs, stop bars and double yellow divider lines on the centerline of the driveway as appropriate. All pavement markings shall be made using thermoplastic paint.

7. Emergency Access: In addition to minimum side, front and rear yard setback and building requirements specified in this code, all buildings and other development activities, such as landscaping, shall be arranged on site so as to provide safe and convenient access for emergency vehicles.

8.6- All development including single family residential construction and driveway construction, connecting to county roads shall obtain a permit from Santa Rosa County prior to construction of a driveway connection.

~~The applicant shall provide Santa Rosa County a drawing depicting the parcel and proposed driveway connections. Santa Rosa County will advise the applicant in writing as to the requirements for~~

SOURCE: Martin County Land Development Regulations.

New requirement, but consistent with practice.

Modification of C.1

From D.8

Modified from C.6

~~construction of any driveway connection including culvert pipe length, size and method of construction. Said standards will be as established by Resolution of the Board of County Commission.~~

~~The completed driveway shall be inspected and approved by the County prior to issuance of a certificate of occupancy for any structure serviced by said driveway.~~

Failure to obtain a driveway permit prior to construction of any driveway connection or failure to construct a driveway connection in compliance with said permit shall constitute a violation of this ordinance.

Nothing in this section shall be deemed to deny access to any private property.

4.04.03(D) - Access Management Corridors:

1. ~~Applicability~~ This Article ~~Section~~ shall apply to selected arterials and collectors within the unincorporated areas of Santa Rosa County, as identified in Table 1, and to properties that abut ~~the~~ these roadways designated in the table below except for projects activities within RR-1, R-1, R-1A, and R-1M Zones and the Agricultural Zones (AG and AG-2). The access classification system and standards of the Florida Department of Transportation shall apply to all roadways on the State Highway System.

NOTE: Section 4.04.03(D) includes stricter access standards intended to apply to designated access management corridors.
List of roadways expanded.

<u>Functional Class</u>	<u>Road Number and Name</u>	<u>Segment Limits</u>
<u>State Jurisdiction</u>		
<u>Principle Arterial</u>	<u>I-10 (SR8)</u>	<u>Escambia County Line to Okaloosa County Line</u>
<u>Major Arterial</u>	<u>US98 (SR30)</u>	<u>Gulf Breeze City Limits to Okaloosa County Line</u>
<u>Major Arterial</u>	<u>US90 (SR10)</u>	<u>Escambia County Line to Okaloosa County Line</u>
<u>Major Arterial</u>	<u>SR87S</u>	<u>US98 to US90</u>
<u>Major Arterial</u>	<u>SR87N</u>	<u>Milton City Limits to Alabama State Line</u>
<u>Major Arterial</u>	<u>SR89</u>	<u>Milton City Limits to Alabama State Line</u>
<u>Major Arterial</u>	<u>SR281 (Avalon Boulevard)</u>	<u>US98 to US90</u>
<u>Major Arterial</u>	<u>SR4</u>	<u>Escambia County Line to Okaloosa County Line</u>
<u>County Jurisdiction</u>		
<u>Arterials</u>		
<u>Major Arterial</u>	<u>CR197A (Woodbine Road)</u>	<u>US90 to CR197 (Chumuckla Highway)</u>
<u>Major Arterial</u>	<u>CR184A (Berryhill Road)</u>	<u>CR197 (Chumuckla Highway) to Milton City Limits</u>
<u>Major Arterial</u>	<u>CR184 (Quintette Road)</u>	<u>CR197 (Chumuckla Highway) to Escambia County Line</u>
<u>Major Arterial</u>	<u>CR197 (Chumuckla Highway)</u>	<u>US90 to SR89</u>
<u>Minor Arterial</u>	<u>CR191 (Willard Norris Road)</u>	<u>CR197 (Chumuckla Highway) to Milton City Limits</u>
<u>Minor Arterial</u>	<u>CR191 (Munson Highway)</u>	<u>Milton City Limits to Alabama State Line</u>
<u>Minor Arterial</u>	<u>CR191 (Henry Street/Forsyth Street/Garcon Point Road)</u>	<u>Milton City Limits to SR281 (Avalon Boulevard)</u>

<u>Minor Arterial</u>	<u>CR399 (East Bay Boulevard)</u>	<u>US98 to SR87</u>
<u>Collectors</u>		
<u>Major Collector</u>	<u>CR178 (Highway 178)</u>	<u>CR197 (Chumuckla Highway) to SR87</u>
<u>Major Collector</u>	<u>CR182 (Highway 182/Central School Road/Allentown Road)</u>	<u>CR197 (Chumuckla Highway) to SR87</u>
<u>Major Collector</u>	<u>Allentown Road</u>	<u>SR89 to CR182 (Central School Road)</u>
<u>Major Collector</u>	<u>Luther Fowler Road</u>	<u>CR184A (Berryhill Road) to CR197 (Chumuckla Highway)</u>
<u>Major Collector</u>	<u>East Spencer Field Road</u>	<u>US90 to North Spencer Field Road</u>
<u>Major Collector</u>	<u>CR197B (West Spencer Field Road)</u>	<u>US90 to CR184A (Berryhill Road)</u>
<u>Major Collector</u>	<u>Hamilton Bridge Road</u>	<u>East Spencer Field Road to Milton City Limits</u>
<u>Major Collector</u>	<u>CR197 (Floridatown Road)</u>	<u>US90 to Terminus</u>
<u>Major Collector</u>	<u>CR197A (Bell Lane)</u>	<u>US90 to CR191B (Sterling Way)</u>
<u>Major Collector</u>	<u>CR191B (Sterling Way)</u>	<u>CR197A (Bell Lane) to CR281 (Mulat Road)</u>
<u>Major Collector</u>	<u>CR281B (Cyanamid Road)</u>	<u>CR281 (Mulat Road) to SR281 (Avalon Boulevard)</u>
<u>Major Collector</u>	<u>CR281 (Mulat Road)</u>	<u>SR281 (Avalon Boulevard) to Montecito Boulevard</u>
<u>Major Collector</u>	<u>CR281 (Montecito Boulevard)</u>	<u>Mulat Road to Del Monte Street</u>
<u>Major Collector</u>	<u>CR281 (Del Monte Street)</u>	<u>Montecito Boulevard to SR281 (Avalon Boulevard)</u>
<u>Major Collector</u>	<u>Anderson Lane</u>	<u>CR184A (Berryhill Road) to CR191 (Willard Norris Road)</u>
<u>Major Collector</u>	<u>Pine Blossom Road</u>	<u>CR191 (Willard Norris Road) to SR89</u>
<u>Major Collector</u>	<u>Glover Lane</u>	<u>Milton City Limits to Hamilton Bridge Road</u>
<u>Major Collector</u>	<u>Northrop Road</u>	<u>Milton City Limits to CR191 (Willard Norris Road)</u>
<u>Major Collector</u>	<u>CR87A (Langley Street)</u>	<u>SR87 to Whiting Field</u>
<u>Major Collector</u>	<u>CR87A (East Gate Road)</u>	<u>Whiting Field to CR191 (Munson Highway)</u>
<u>Major Collector</u>	<u>CR191A (Old Bagdad Highway)</u>	<u>SR281 (Avalon Boulevard) to CR191 (Forsyth Street)</u>
<u>Major Collector</u>	<u>Parkmore Plaza Drive</u>	<u>Milton City Limits to CR191A (Old Bagdad Highway)</u>
<u>Major Collector</u>	<u>Galt City Road</u>	<u>CR191A (Old Bagdad Highway) to Da Lisa Road</u>
<u>Major Collector</u>	<u>Carroll Road</u>	<u>SR281 (Avalon Boulevard) to Galt City Road</u>

<u>Major Collector</u>	<u>Commerce Road</u>	<u>SR281 (Avalon Boulevard) to Da Lisa Road</u>
<u>Major Collector</u>	<u>Da Lisa Road</u>	<u>Galt City Road to CR191 (Garcon Point Road)</u>
<u>Major Collector</u>	<u>CR89 (Ward Basin Road)</u>	<u>US90 to Terminus</u>
<u>Major Collector</u>	<u>CR184 (Hickory Hammock Road/Nichols Lake Road)</u>	<u>CR89 (Ward Basin Road) to Nichols Creek Road</u>
<u>Major Collector</u>	<u>SR399 (Gulf Boulevard)</u>	<u>Escambia County Line to SR 399 (Navarre Beach Causeway)</u>
<u>Major Collector</u>	<u>SR399 (Navarre Beach Causeway)</u>	<u>SR399 (Gulf Boulevard) to US98</u>
<u>Major Collector</u>	<u>CR191A (Oriole Beach Road)</u>	<u>US98 to Bay Street</u>
<u>Major Collector</u>	<u>CR191B (Soundside Drive)</u>	<u>US98 to Terminus</u>
<u>Major Collector</u>	<u>CR191C (Nantahala Beach Road)</u>	<u>US98 to CR191B (Soundside Drive)</u>
<u>Major Collector</u>	<u>Bergren Road</u>	<u>US98 to CR399 (East Bay Boulevard)</u>
<u>Major Collector</u>	<u>Edgewood Drive</u>	<u>US98 to CR399 (East Bay Boulevard)</u>
<u>Major Collector</u>	<u>Andorra Street</u>	<u>US98 to CR399 (East Bay Boulevard)</u>
<u>Minor Collector</u>	<u>CR399 (Tractor Trail)</u>	<u>SR4 to SR89</u>
<u>Minor Collector</u>	<u>CR399 (Country Mill Road)</u>	<u>SR4 to SR87</u>
<u>Minor Collector</u>	<u>CR164 (Greenwood Road)</u>	<u>SR89 to SR4</u>
<u>Minor Collector</u>	<u>CR87A (Market Road)</u>	<u>SR4 to SR87</u>
<u>Minor Collector</u>	<u>CR197A (Spring Street)</u>	<u>CR197 (Chumuckla Highway) to Jay Town Limits</u>
<u>Minor Collector</u>	<u>CR164 (Harvest Road)</u>	<u>CR197 (Chumuckla Highway) to SR89</u>
<u>Minor Collector</u>	<u>Walling Road</u>	<u>CR178 (Highway 178) to CR164 (Greenwood Road)</u>
<u>Minor Collector</u>	<u>Penton Road</u>	<u>SR89 to CR178 (Highway 178)</u>
<u>Minor Collector</u>	<u>North Spencer Field Road</u>	<u>CR197B (West Spencer Field Road) to East Spencer Field Road</u>
<u>Minor Collector</u>	<u>Giddens Road</u>	<u>CR197 (Chumuckla Highway) to CR197B (West Spencer Field Road)</u>
<u>Minor Collector</u>	<u>South Spencer Field Road</u>	<u>CR197B (West Spencer Field Road) to East Spencer Field Road</u>
<u>Minor Collector</u>	<u>Carlyn Drive</u>	<u>East Spencer Field Road to Wood Run Drive</u>
<u>Minor Collector</u>	<u>Adams Road</u>	<u>CR197 (Chumuckla Highway) to CR197B (West Spencer Field Road)</u>
<u>Minor Collector</u>	<u>CR197B (Norris Road)</u>	<u>CR197 (Chumuckla Highway) to CR197B (West Spencer Field Road)</u>

<u>Minor Collector</u>	<u>Guernsey Road</u>	<u>CR197A (Woodbine Road) to CR197 (Chumuckla Highway)</u>
<u>Minor Collector</u>	<u>Tunnel Road</u>	<u>CR184 (Quintette Road) to CR197 (Chumuckla Highway)</u>
<u>Minor Collector</u>	<u>Gardenview Road</u>	<u>CR197 (Chumuckla Highway) to CR184A (Berryhill Road)</u>
<u>Minor Collector</u>	<u>Wallace Lake Road</u>	<u>Renfroe Road to CR197 (Chumuckla Highway)</u>
<u>Minor Collector</u>	<u>Renfroe Road</u>	<u>CR184 (Quintette Road) to Wallace Lake Road</u>
<u>Minor Collector</u>	<u>Pace Road</u>	<u>CR197 (Chumuckla Highway) to CR197B (West Spencer Field Road)</u>
<u>Minor Collector</u>	<u>White Road</u>	<u>CR197B (West Spencer Field Road) to East Spencer Field Road</u>
<u>Minor Collector</u>	<u>Diamond Street</u>	<u>US90 to Auckland Road</u>
<u>Minor Collector</u>	<u>Pace Lane</u>	<u>US90 to Landmark Lane</u>
<u>Minor Collector</u>	<u>Mulat Road</u>	<u>CR281 (Montecito Boulevard) to Bayside Boulevard</u>
<u>Minor Collector</u>	<u>Windham Road</u>	<u>Hamilton Bridge Road to Pine Ridge Drive</u>
<u>Minor Collector</u>	<u>Pine Ridge Drive</u>	<u>Windham Road to CR184A (Berryhill Road)</u>
<u>Minor Collector</u>	<u>Mary Kitchens Road</u>	<u>SR281 (Avalon Boulevard) to CR191 (Garcon Point Road)</u>
<u>Minor Collector</u>	<u>CR191C (Robinson Point Road)</u>	<u>All</u>
<u>Minor Collector</u>	<u>North Airport Road</u>	<u>US90 to Old Stagecoach Road</u>
<u>Minor Collector</u>	<u>South Airport Road</u>	<u>CR89 (Ward Basin Road) to US90</u>
<u>Minor Collector</u>	<u>Radio Road</u>	<u>CR89 (Ward Basin Road) to South Airport Road</u>
<u>Minor Collector</u>	<u>John Hamm Road</u>	<u>SR87S to Terminus</u>
<u>Minor Collector</u>	<u>Cox Road</u>	<u>US90 to SR87S</u>
<u>Minor Collector</u>	<u>Bay Street</u>	<u>Laurel Drive to Terminus</u>
<u>Minor Collector</u>	<u>Fortworth Street</u>	<u>Avenida del Sol to Frontera Street</u>
<u>Minor Collector</u>	<u>Laredo Street</u>	<u>Frontera Street to Ortega Street</u>
<u>Minor Collector</u>	<u>Granada Street</u>	<u>US98 to Laredo Street</u>
<u>Minor Collector</u>	<u>Ortega Street</u>	<u>US98 to Laredo Street</u>
<u>Minor Collector</u>	<u>High School Boulevard</u>	<u>SR87S to Panhandle Trail</u>
<u>Minor Collector</u>	<u>Panhandle Trail</u>	<u>High School Boulevard to US98</u>

All properties fronting on roadways that have been assigned an access management corridor designation shall be entitled reasonable access to public thoroughfares. “Reasonable access” means the minimum number of connections necessary to provide safe and efficient ingress and egress to the roadway. All lots of record or parcels subject to a contract for deed or purchase, as of the respective effective dates of this ordinance Section, and fronting on those thoroughfares designated in Table 4 the above table, shall be entitled one (1) driveway/connection per parcel on said public thoroughfare(s). For purposes of this section, contiguous lots under single ownership shall be considered a single parcel.

When subsequently a lot or parcel is subdivided, either as metes and bounds parcels or as a recorded plat, all access to newly created lots shall be internalized using a shared circulation system via the permitted access connection(s). parcels designated herein shall provide access to all newly created lots which are unable to meet the access spacing standard for the road segment via the permitted access connection. This may be achieved through joint and cross access, service drives, and other reasonable means of ingress and egress in accordance with the requirements of this code. The following standards shall also apply: The number of connections to the roadway shall be the minimum number necessary to provide reasonable access, not the maximum available for that frontage. The Planning Director may consider these factors in determining the need for multiple access connections for a development: 1) separation of standard vehicles from heavy trucks or emergency vehicles; 2) two one-way connections that in combination serve ingress and egress to the development; and 3) multiple connections enhance the safety of the abutting roadway and improve the on-site traffic circulation. Single family residential or duplex development, whether on existing lots of record or on newly created lots, shall provide for a turnaround area if a direct driveway connection is permitted to an access management roadway.

All access to outparcels shall be as direct as possible, avoiding excessive movement across parking aisles and queuing across surrounding parking and driving aisles. Access points shall not be located on major access drive aisles. Outparcels shall be served by a private access drive and shall provide for joint and cross access, shared parking and pedestrian interconnectivity. In addition, the developer shall make improvements to common driveways in accordance with the development’s impact as needed.

1.-2. Access Management Classification System and Standards

a. The following access classification management system has been developed for have been assigned to major thoroughfares roadways under state and local jurisdiction, as provided in Tables 1 and 2 in

“Reasonable access” is new standard.

Modification of existing requirements.

New requirement.

Clarification of existing requirements.

~~accordance with Chapter 14-97, Administrative Rules of the Department of Transportation, and the requirements of this Code. These access classes are defined as follows:~~

a. Access management standards shall be applied in accordance with the functional classification of a roadway as defined in the table above.

b. The spacing requirements for driveway connections for parcels located on access management corridors will be as follows:

1. All roadways under State jurisdiction will meet the access management spacing requirements of the State of Florida and of Santa Rosa County. If the State of Florida requirements are less restrictive, then the requirements of Santa Rosa County may be waived at the discretion of the Planning Director and the County Engineer.

2. All roadways under County jurisdiction will meet the following spacing requirements:

<u>Roadway Classification</u>	<u>Connection Spacing (in feet)</u>	
<u>Principle Arterial (Interstate Highway)</u>	<u>Interchange Only</u>	
	<u>>45mph</u>	<u><45mph</u>
<u>Major/Minor Arterial</u>	<u>660</u>	<u>440</u>
<u>Major Collector</u>	<u>440</u>	<u>245</u>
<u>Minor Collector</u>	<u>300</u>	<u>185</u>

New requirement.
Previous access classification system based on FDOT access management system.

New requirement.
Previous spacing requirements based on FDOT access management system

New spacing requirement. Adaptation of spacing requirements under FDOT access management system.

~~Access Class 1— Limited Access Highways, designed for high speed, high volume traffic movements. Access is permitted only via interchanges.~~

~~Access Class 2— Highly controlled access facilities distinguished by their ability to carry high speed, high volume traffic over long distances in a safe and efficient manner. These highways are distinguished by a system of existing or planned service roads, a highly controlled limited number of connections median openings and infrequent traffic signals.~~

~~Access Class 3— These facilities are controlled access facilities where direct access to abutting land will be controlled to maximize the through movement of traffic. This class will be used where existing land use and roadway sections have not been built out to the maximum land use or roadway capacity or where the probability of significant land use change in the near future is high. These~~

highways are distinguished by existing or planned restrictive medians and maximum distance between signals and driveway connections. Local land use planning, zoning and subdivision regulations should be such to support the restrictive spacings of this designation.

Access Class 4—These facilities are controlled access highways where direct access to abutting land will be controlled to maximize the through movement of traffic. This class will be used where existing land use and roadway sections have not been built out to the maximum land use or roadway capacity or where the probability of significant land use change in the near future is high. These highways are distinguished by existing or planned non-restrictive median treatments.

Access Class 5—This class will be used where existing land use and roadway sections have been built out to a greater extent than those roadway segments classified as Access Classes 3 and 4 and where the probability of a major land use change is not as high as those roadway segments classified Access Classes 3 and 4. These highways will be distinguished by existing or planned restrictive medians.

Access Class 6—This class will be used where existing land use and roadway sections have been built out to a greater extent than those roadway segments classified as Access Classes 3 and 4, and where the probability of a major land use change is not as high as those roadway segments classified Access Classes 3 and 4. These highways will be distinguished by existing or planned non-restrictive medians or centers.

Access Class 7—This class shall only be used in urbanized areas where existing land use and roadway sections are built out and where significant land use changes or roadway widening will be limited. This class shall be assigned only to roadway segments where there is little intended purpose to provide high speed travel. Access needs, though generally high in those roadway segments, will not compromise the public health welfare and safety. Exceptions to standards in this class will be considered if the applicants design changes substantially reduce the number of connections compared to existing conditions. These highways can have either restrictive or nonrestrictive medians.

TABLE 1

Access Classification of State and County Roadways

<u>Jurisdiction</u>	<u>Segment</u>	<u>Access Class</u>
<u>State Roads</u>		

SR 8 (I 10)	Escambia Co. Line to Ok. County Line	1
SR 30 (US 98)	Gulf Breeze City Limits to Ok. County Line	3
SR 87S	US 98 to Yellow River	3

County Roads

SR 87 to US 98	East Bay Blvd.	4
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TABLE 2

Access Classification System & Standards

<u>Access Class</u>	<u>Functional Class</u>	<u>Connection Spacing (feet)</u>	
		<u>>45 mph</u>	<u>≤45 mph</u>
1*			
2	Arterial	1320	660
3	Arterial	660	440
4	Arterial	660	440
5	Collector	440	245
6	Collector	440	245
7	Collector	125	125

* access is permitted only via interchanges

b. All connections on state and county facility segments that have been assigned an access classification shall meet or exceed the minimum connection spacing requirements of that access classification, as specified in Table 2.

c. Separation between access connections for individual parcels on all collectors and arterials under local jurisdiction that have not been assigned an access classification and for activities within zoning districts that are exempt from this section shall be based upon the standards in Article 4.04.03(C)(5) and are as follows:

<u>Functional Class of Roadway</u>	<u>Distance Between Access Points</u>
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Arterial	300 feet
Collector	185 feet

~~2. Connection d. Driveway~~ spacing shall be measured from the closest edge of the pavement to the next closest edge of the pavement. Where construction plans are available for the widening, relocation, or other improvement is indicated in an adopted transportation plan or the Florida Department of Transportation Five Year Work Program, the projected future edge of the pavement of the intersecting road shall be used in measuring connection spacing. ~~corner clearance, where widening, relocation, or other improvement is indicated in an adopted local thoroughfare plan or five year transportation plan of the metropolitan planning organization.~~

~~e. If the connection spacing of this code cannot be achieved, then a system of joint use driveways and cross access easements shall be required in accordance with Article 4.04.03(D)(4).~~

~~f. Turning lanes shall be provided in accordance with section 4.04.03(C)(4) by requiring all development proposals to provide turning lanes as required according to County specifications and shall be coordinated with the Florida Department of Transportation, as appropriate.~~

3. Corner Clearance

a. Corner clearance for connections shall meet or exceed the minimum connection spacing requirements for the roadway.

b. New connections shall not be permitted within the functional area of an intersection or interchange ~~as defined by the connection of spacing standards of this code.~~ Where no other alternative accesses exist, such as joint use driveways or cross access, the County Planner may allow construction of an access connection along the property line furthest from the intersection. In such cases, directional connections may be required. Site plans for developments which are located near intersections shall demonstrate the functional area of the intersection.

c. In addition to the required minimum lot size, all corner lots created after the effective date of this Section shall be of adequate size to provide for required front yard setbacks and corner

Modification of existing requirements.

Modification of existing requirements.

Modification of existing requirements.

clearance on street frontage.

4. Joint and Cross Access

a. Development which meets either condition below shall provide a system of joint use driveways. Adjacent commercial and/or office properties classified as major traffic generators (i.e. shopping plazas, office parks), a cross access easements drive and pedestrian access pathways to allow circulation between sites. Major traffic generators developed Commercial or multifamily development which is adjacent to vacant property, which is in an applicable zoning district, shall make provision for cross access to the vacant property. Major traffic generators shall be defined as any commercial or office use which generates more than 1% of the maximum allowable volume for the road segment. Trip generation shall be determined using trip rates in the Land Development Code or if an applicable category cannot be determined, the ITE Trip Generation Manual (latest edition) may be used.

1. Development or subdivision of commercial or multifamily parcels; or

2. Residential minor subdivisions when the frontage for the resultant lots or parcels is not large enough to meet the required connection spacing.

b. For development which is required to provide joint and cross access under this section, A system of joint use driveways and cross access easements shall be required wherever the connection spacing of this code cannot be met, for property identified in Section 4.04.03(D)(1) which front on roads listed in Table 1. In such cases, the building development site shall incorporate the following:

1. A system of joint use driveways or cross access drives to provide for the spacing and separation consistent with the access management system and standards. Cross access drives shall consist of a A continuous service drive or cross access corridor extending the entire length of each parent parcel of the development served to provide for driveway separation consistent with the access management classification system and standards. For commercial and multifamily development, the service drive shall have appropriate turn lanes with storage and visible areas for pedestrian access;

Modification of existing requirements.

New standard.

New standard.

Modification of existing requirements.

Modification of existing requirements.

2. For commercial or multifamily development, a ~~A~~ design speed of 10 mph and sufficient width to accommodate a minimum of two-way travel aisles designed to accommodate automobiles, service vehicles, and loading vehicles; for residential minor subdivisions, a driveway of sufficient width designed to accommodate adequate ingress and egress to all properties served;

3. Stub-outs and other design features to make it visually obvious that the abutting properties may be tied in to the ~~provide~~ cross access or joint use ~~via a service~~ drive;

c. (4) A unified access and circulation system ~~plan~~ that includes coordinated or shared parking areas is encouraged wherever feasible. Shared parking shall be in accordance with Article 7.
~~e. Shared parking areas shall be permitted a reduction in required parking spaces if peak demand periods for proposed land uses do not occur at the same time periods.~~

d. Pursuant to this section, property owners shall:

1. Record an easement with the deed allowing cross access to and from other properties served by the joint use driveways and cross access or service drive;

2. Record a joint maintenance agreement with the deed defining maintenance responsibilities of property owners.

3. Record a non-access easement along the access management roadway.

e. Joint and cross-access easements and service drives as required under this section are not intended to be publicly maintained.

5. Bicycle and Pedestrian Access: Safe and convenient pedestrian ways shall be provided between parking areas and from the building entrance to surrounding streets, existing external sidewalks and development outparcels. Commercial and multifamily development shall be designed to support bicycle and pedestrian mobility in accordance with the following:

Modification of existing requirements.

Modified from D.4.b(4) and D.4.c

New requirement.

New requirement.

New requirement for bicycle and pedestrian access.

a. Pedestrian circulation shall be provided between abutting commercial properties where appropriate through the use of walkways and similar pedestrian-oriented facilities.

b. Pedestrian and bicycle facilities may be incorporated into the required landscape buffer.

6. 5. Interchange Areas a. New interchanges or significant modification of an existing interchange will be subject to special access management requirements to protect the safety and operational efficiency of the limited access facility and the interchange area, pursuant to the preparation and adoption of an access management plan. The plan shall address current and future connections and median openings within 1/4 mile of an interchange area (measured from the end of the taper of the ramp furthest from the interchange) or up to the first intersection with an arterial road, whichever is less. The distance to the first connection shall be at least 660 feet where the posted speed limit is greater than 45 mph or 440 feet where the posted speed limit is 45 mph or less. The minimum distance to the first median opening shall be at least 1320 feet. This distance shall be measured from the end of the taper for that quadrant of the interchange.

b. The distance to the first connection shall be at least 660 feet where the posted speed limit is greater than 45 mph or 440 feet where the posted speed limit is 45 mph or less. This distance shall be measured from the end of the taper for that quadrant of the interchange.

7. Site Plan Information: A site plan for all properties within designated access management corridors shall supply the following information in addition to all other requirements:

a. Location of all existing and proposed driveways, curb cuts and median openings within the minimum connection distance specified for the roadway's access management classification, to be measured from any property corner which is located along the right-of-way for any designated access management corridor.

b. The following distances shall be noted: Distance between driveways, corner clearance and median opening spacing.

c. The posted speed limit for all roadway segments which abut the development parcel(s).

New requirement.

New requirement.

Combination/modification
of existing from D.5.a & b

New requirement.

New requirement.

New requirement.

New requirement.

6. Access Connection and Driveway Design

a. Driveway width shall meet the following guidelines:

(1) If the driveway is a one way in or one way out drive, then the driveway shall be a minimum width of 16 feet and shall have appropriate signage designating the driveway as a one way connection.

(2) For unsignalized two way access, each lane shall have a width of 12 feet and a maximum of four lanes shall be allowed. Whenever more than two lanes are proposed, entrance and exit lanes shall be divided by a median. The median shall be 10 feet wide.

(3) Driveways that enter the major thoroughfare at traffic signals must have at least two outbound lanes (one for each turning direction) of at least 12 feet width, and one inbound lane with a 14 feet width.

b. Driveway grades shall conform to the requirements of FDOT Standard Index, Roadways and Traffic Design Standard Indices, latest edition.

c. Driveway approaches must be designed and located to provide an exiting vehicle with an unobstructed view. Construction of drive ways along acceleration or deceleration lanes and tapers is discouraged due to the potential for vehicular weaving conflicts.

d. Driveway width and flair shall be adequate to serve the volume of traffic and provide for rapid movement of vehicles off of the major thoroughfare, but standards shall not be so excessive as to pose safety hazards for pedestrians, bicycles or other vehicles. In situations where increased driveway flare is required to accommodate high turning volumes channelizing medians shall be required.

e. The length of driveways or “Throat Length” shall be designed in accordance with the anticipated storage length for entering and exiting vehicles to prevent vehicles from backing into the flow of traffic on the public street or causing unsafe conflicts with on-site circulation. These measures are to be applied to the principle access to a property and are not intended for minor driveways.

Table 3

Driveway Throat Lengths

Larger Developments	200'
>200,000 sf with signalized driveway	

Smaller Developments _____ 75'
<200,000 sf with signalized driveway

Unsignalized driveways _____ 30'

7. Requirements for Out parcels and Phased Development Plans

~~a. In the interest of promoting unified access and circulation systems, development sites under the same ownership or consolidated for the purposes of development and comprised of more than one building site shall not be considered separate properties in relation to the access standards of this code. All necessary easements, agreements, and stipulations required in Article 4.04.03(D)(4) shall be met. This shall also apply to phased development plans. The owner and all lessee within the affected area are responsible for compliance with the requirements of this code and both shall be cited for any violation.~~

~~b. If the access spacing for the roadway cannot be met, then all access to the out parcel must be internalized using the shared circulations system of the principle development or retail center. Access to out parcels shall be designed to avoid excessive movement across parking aisles and queuing across surrounding parking and driving aisles.~~

8. Emergency Access

~~In addition to minimum side, front, and rear yard setback and building requirements specified in this code, all buildings and other development activities such as landscaping shall be arranged on site so as to provide safe and convenient access for emergency vehicles.~~

8. ~~9.~~ Non Conforming Access Features, ~~a.~~ Permitted access connections, which exist in place as of the date of adoptions of this ordinance that do not conform with the standards herein shall be designated as nonconforming features and shall be brought into compliance with applicable standards under any of the following conditions:

a. ~~1.~~ When new access connection permits are requested;

b. ~~2.~~ When the cumulative square footage of all enlargements or improvements are at least 50% of the existing floor area or impervious surface area;

Modification of existing requirements.

c. When a change in use, addition of square footage or remodel will result in a 25% increase in trip generation.

New requirement.

d. 3. As roadway improvements allow. Road improvements shall be defined as major construction projects such as lane widening. Roadway projects such as re-striping, repaving, or construction of turn lanes shall not cause non-conforming access features to be required to be brought into compliance.

Modification of existing requirements.

10. Corridor Access Management Overlay

~~a. All lots of record or parcels subject to a contract for deed or purchase, as of the effective date of this ordinance, which do not abut a lot under the same ownership and fronting on those thoroughfares designated in Table 1, shall be entitled one (1) driveway/connection per parcel on said public thoroughfare(s). For purposes of this Section, contiguous lots under single ownership shall be considered as a single parcel. When subsequently subdivided, either as metes and bounds parcels or as a recorded plat, parcels designated herein shall provide access to all newly created lots which are unable to meet the access spacing standard for the road segment via the permitted access connection. This may be achieved through joint and cross access, service drives, and other reasonable means of ingress and egress in accordance with the requirements of this Code.~~

The following standards shall also apply:

- ~~1) For a site located adjacent to a vacant lot without a permitted access, the access spacing for the road segment will be maximized by assuming a permitted access connection exists on the adjoining property line.~~
- ~~2) Parcels with large frontages may be permitted additional driveways at the time of adoption of these requirements provided they are consistent with the applicable driveway spacing standards.~~
- ~~3) That portion of a corridor affected by these overlay requirements shall be delineated on the county zoning map.~~

11. Minor Subdivisions

- ~~a. Minor subdivisions which meet the criteria of Article 4.03.13(B) must provide an access management plan to be approved by the Engineering Department.~~
- ~~b. The Engineering Department, with concurrence from the Planning and Zoning Department, shall approve the access management~~

~~plan for the minor subdivision, provided the following standards are satisfied:~~

- ~~1) Each proposed lot must be buildable in conformance with the requirements of this Code and all other applicable regulations;~~
- ~~2) Each lot shall abut a county maintained or approved road with the required minimum lot frontage for the zoning district where the lots are located.~~

~~c. The Engineering Department, with concurrence from the Planning & Zoning Department, shall consider a proposed minor subdivision upon the submittal of the following materials:~~

- ~~1) An application form provided by the county;~~
- ~~2) Three (3) copies of the proposed minor subdivision access plan;~~
- ~~3) Land descriptions and acreage or square footage of the original and proposed lots and a scaled drawing showing the intended divisions.~~

~~d. Review Procedure~~

- ~~1) The County Engineer shall transmit a copy of the proposed minor subdivision access plan to the Planning & Zoning Department as well as any other applicable departments for review and comment.~~
- ~~2) If the proposed minor subdivision access plan meets the conditions of this section and otherwise complies with all applicable laws and ordinances, the County Engineer shall approve the minor subdivision access plan by signing the application form.~~

~~12. Site Plan Review Procedures~~

- ~~a. Any application that involves access to the State Highway System shall be reviewed by the Florida Department of Transportation for conformance with state access management standards. The County Engineering Department shall consider comments from FDOT in its review of the site plan.~~
- ~~b. If the application must be revised, the applicant shall resubmit the plan with the changes made. The plan, with submitted changes, will be reviewed within 10 working days and approved or rejected. Second applications may only be rejected if specified~~

~~changes are not made or if elements of the site plan no longer meet code requirements.~~

~~c. If the access permit is denied, the County Engineer shall provide an itemized letter detailing why the application has been rejected.~~

~~d. Applicants whose permits are rejected or approved with conditions may appeal to the Board of Adjustments.~~

9. Intergovernmental Coordination

Any application that involves access to the State Highway System shall be reviewed by the Florida Department of Transportation (FDOT) for conformance with state access management standards. A Notice of Intent to Permit an access connection is not a final connection permit and does not constitute approval from Santa Rosa County. Santa Rosa County, in coordination with FDOT, may require modifications to property access during development review in accordance with County policies and regulations governing land development and inter-parcel circulation.

10. 13. Variance Standards

Variances to these standards may be granted by ~~In addition to the conditions specified in Section 2.04.00(A), variation from these standards may be permitted at the discretion of the Board of Adjustments~~ where the effect would be to enhance the safety or operation of the roadway. Examples ~~might include, but are not limited to,~~ a pair of one-way driveways in lieu of a two-way driveway, or alignment with a ~~of~~ median opening(s) ~~with existing access connections.~~

4.03.07 Minimum Requirements for the Installation of Improvements in Subdivisions

H. Turn Lanes Required: Development proposals shall provide turning lanes as required according to County specifications and shall be coordinated with the Florida Department of Transportation, as appropriate. Volume warrants for turn lanes shall be as follows:

New requirement
consistent with current
practice.

Modification of existing
requirement.

New requirement
consistent with current
practice.

<u>Roadway</u>	<u>Right Turn</u>	<u>Left Turn</u>
<u>State</u>		
4-lane	<u>All</u>	<u>All</u>
2-lane Urban (TPO)	<u>>20 Lots</u>	<u>>10 lots</u>
2-lane Rural	<u>>50 Lots</u>	<u>>25 Lots</u>
<u>County</u>		
Projected AADT > 4000	<u>>50 Lots</u>	<u>>25 Lots</u>
Projected AADT < 4000	<u>>60 Lots</u>	<u>>30 Lots</u>

Warrants approved by BOCC on 01/13/2000 but not codified.

3.00.01 For the purpose of this ordinance, certain terms and words are defined as follows:

FUNCTIONAL AREA OF INTERSECTION: Physical area of the intersection, plus the vehicle storage queue area and the driver PIEV (perception, identification, evaluation and volition) decision distance. Reference the Transportation Research Board Access Management Manual for further guidance.

New definition.

7.01.08 Off-Street Parking and Loading Requirements:

C. Computation of Parking Spaces - In computing the number of required parking spaces, the following rules shall govern:

7. Shared parking areas shall be permitted in multi-use projects. A reduction in required parking spaces may be allowed if peak demand periods for proposed land uses do not occur at the same time periods. An established Shared Parking model may be proposed to the Planning Director; and if approved, will form the basis for parking requirements for a specific project. The Planning Director may require an Overflow Parking Agreement to be recorded prior to issuing a Development Order for a project requesting a Shared Parking reduction.

New requirement.